THE CADIZ DEMOCRATIC SENTIN

VOLUME 20, NO. 50.

CADIZ, OHIO, WEDNESDAY EVENING, APRIL 12, 1854.

TERMS, 82,00

Democratic Sentinel.

PUBLISHED EVERY WEDNESDAY EVENING

CHARLES N. ALLEN,

Editor and Proprietor. TERMS OF SUBSCRIPTION.

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CADIZ, OHIO. WILL practice in Harrison and the adjoining following resources: will receive prompt and disigent attention, \$CF Office—in the Probate Judge's building, over the Market House, Cadix, Ohio. September 8, 1852.

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Office in Bingham's block, corner of Main and Mur-ket streets, Cadiz, Ohio. Cadiz, July 30, 1852—ly. J. S. YOUNG, DAGUERREOTYPIST. Corner Market and 5th Streets

STEUBENVILLE, O. February 22, 1854-6m-pd.

Dealers in Boots, Shoes, Leather, etc., MAIN STREET, OFFOSITE THE PUBLIC BUILDINGS.

RESPECTFULLY inform the citizens of Cadiz tility, durability, convenience and neutness.

All their operations warranted, and are repaired free of charge. Office—Steubenville street, nearly opposite the R. publican office.

Cadiz, December 8, 1852.

Benjamin Watkinson. OFFERS his services to the citizens of Cadiz and surrounding country, in the art of House Painting, Graining, Paper

last Friday of May, and of each succeeding month, until farther notice is given, in the town of Cadiz, commencing at 10 o'clock A. M. precisely. Teachers would do well to come prepared to stand-deposite assumptions.

S. & I. R. R.

PEESIDENT'S REPORT.

Office of the Steubenville and Indiana Rail Road Company. STEUBENVILLE, March 12, 1854.

To the Stockholders of the Steubenville and Indiana Rail Road Co. 18,00 its progress, condition and prospects have gents to make sale of its Bonds in that city. utmost capacity. The abutments and piers the valley of Walhonding and Vernon rivfrom time, to time been fully set forth in exfrom time, to time been fully set form in exhibits printed for the use of the Company, hibits printed for the use of the Company, hibits printed for the use of the Stockholding that a more formal report to the Stockholding and of the erossing of the Tomaka, (where the company and of the crossing of the Tomaka, (where the charge of Mr. W. Clebuane, an entitle and of the crossing of the Company, and of the crossing of the Tomaka, (where the charge of Mr. W. Clebuane, an entitle and the charge of Mr. W. Clebuane, and of the crossing of the Tomaka, (where the charge of Mr. W. Clebuane, an entitle and the charge of Mr. W. Clebuane, and of the crossing of the crossing of the crossing of the crossing of the counter through Pittsburg and Steubenging as rapidly as the gineer of experience and skill. The nature of the water will permit, the foundation of the water will permit the counter through Pittsburg and Steubenging of the Walhonding and Vernon or Owledge on this division are the counter through Pittsburg and Steubenging of the Walhonding and Vernon or Owledge of th the great and growing interest in our road, both at home and abroad, require at this

than at any time previously.

The last formal report to the Stockholders was published on the completion of the sur-AGENTS FOR THE SENTINEL.

The following named gentlemen are our authorized agents to receive subscriptions, advertisements, and Job Work. We hope they will prove thamselves to Itagood Agents. All contracts made by them will strictly initialed by us:

Freeport—Joseph Allen.

Westchester—William Fleming.

Moorefield—A. Jul. Schreiber.

Franklin—Dr. E. Consway.

Rumley—Jacob Gutshall.

Short Croek—Aus Hoimes.

Stock—James Hoegland.

Was published on the completion of the surveys and location by the Engineering Corps and while the work was about to be let for construction. In the mouth of December following the date of the report, and from time to time subsequently, the whole of the line from Steubenville to Newark, including the Cadiz Branch, has been let, and is now in such progress as to warrant me in assaring with the cadiz Branch, has been let, and is now that it will be completed by the first of you that it will be completed by the first of September next. For minute details, I re fer you to the able report of ISRAEL PEMBER-TON, Esqr, our Chief Engineer, which is

pereto attached. In noticing the financial affairs of our Company, I submit the following details: In prosecuting the work, the Company has and at its disposal, and has expended the

*Subscriptions by Corporations and Individuals amounting to \$1,313,000 *Less uncollected subscriptions 223,465

First Mortgage Bonds of com'ny ealized in Second Mortgage Bonds as hereafter noticed...

The expenditure of these means, has been HANIG formed a partnership in the practice of their profession, will attend promptly to all business entrussed to their professionally, in Harriof Directors, in the manner that was deemed most for the interests of the Company, in securing the right of way, grading, bridging, masonry, in the purchase and Attorney & counsellor at Law, transportation of iron, locomotives and cars, laying of track, and in the purchase of deng pot grounds, and erection of depot buildings

By reference to the report of the Chief cquired to secure the completion of the work, with suitable equipments to Newark. otten valley on Sections 26 and 29, nearly The solution of their care. Office opposite Barrett's Hotel.

Work, with suitable equipments to Newark, in addition to this, there is an amount of de't owing by the Company, and payable during the coming season, of \$98,195, to during the coming season, of \$98,195, to which may be added about \$60,000 for the which may be added about \$60,000 for the previous estimate by about \$10,000. This of navigation in the Spring, making in all demand, the Company, rely on the uncollected subscriptions availed as above, to the amount of \$203,495, now in process of col-JUSEPH S. THUMAS, Bonds of the Company, issued under the order of the Board of Directors, at their

meeting on the 3rd of October, A. D. 1853. Of the bonds thus authorized to be issued, in pursuance of the terms of the resolution Strict attention given to the business of Executors, of the Board, and for the purpose of raising funds to meet the anticipated deficiency above stated, I caused five hundred bonds of one thousand dellars each to be issued, which on the 2d day of this month, I procured to be guaranteed by the PennsylvaniaRail Road Company. Of the proceeds of these bonds, one hundred and ten thousand dollars has been realized, and mostly expended. The residue of the bonds is now in market and will be sold from time to time, as required, and it is supposed will afford means to secure the completion of the road to Newark. Unless we are disappointin collecting our subscriptions, the resources provided will, in my opinion, prove suffi-

I have made no allusion to the earnings of the road which are steadily increasing, and which as the road advances, we have reason to believe will increase with rapidity. Not being able to fix any definite amount as 1eliable, I omit it wholly in my statemets. - July. But whatever amount that may prove, it will be a surplus to our estimated resources. The proceeds of the road, as far as now run arching for that distance will, therefore, be if it is taken into consideration that there is At and surrounding country, that they have enterinto partnership, and are prepared to execute either mechanical or surgical Dentatry, in the latest and most improved styles. Their work is performed in the very best manner, with strict regard to understand the strict regard to understan when we reach the town of Cadiz and New Market, which will be in May.

RECAPITULATION. Already expended, To be expended for iron, say Engineer's estimated expenditure 322,116 Amount to be provided for, as follows: Engineer's estimate, For iron, say, 98,185 Out of the following resources: 8293,465 Subscriptions not collected, Bonds endorsed by Ponnsylvania Kail Cond Co. less \$110,000,

Cash on hands, Bonds of Townships unsold

390,000

western border of Pennsylvania to the Great for the rail. West. Thus on the moment of completing The heavy work has progressed well with and the Pennsylvania Rail Road, will be il- Sections. To insure the completion of these

bide with confidence. Gentlemen:—Since the last regular report of the late President of this Company, and the work steadily pushed to its of a line from Coshocton to Mt. Vernon, by Wheeling and Zenerally is a common to both the necessary examinations for the location of a line from Coshocton to Mt. Vernon, by Wheeling and Zenerally is a common to both the necessary examinations for the location of a line from Coshocton to Mt. Vernon, by Wheeling and Zenerally is a common to both the necessary examinations for the location of a line from Coshocton to Mt. Vernon, by

Report.

Engineer's Office of S. & I. R. R. Co. STEUBENVILLE, March 12; 1854. To the President and Directors

of the Steubenville and Indiana R. R. Co. GENTLEMEN:-The following report on the and Indiana Railroad, is respectfully sub-

From the reports of my predecessor, J. BLICKENSDERFER, Jr., Esq., you are acquainted with the topographical features of the country through which the road passesan account of the same by me is therefore unnecessary. For convenience of reference the line is divided into five parts.

1st. From Section 0, at Steubenville, to Section 28, in the Conotten valley, to which is added the Cadiz arm, seven and a half

2nd. From Section 29 to Section 49 Urichsville. 3rd. From Section 50 to Section 80, U

richsville to Coshocton. 4th. From Section 81 to Section 115, Cos octon to Newark. 110,000

5th. From New rk to Columbus, about

33 miles.

Upon the first division the grading is comdeted with the exception of two Sections on Engineer, it will be seen that the expenditure tion, arching, and greater part of the side The value of work yet to be done in bridge West. of an additional sum of \$322,116, will be walls of the tunnel on Section 25, finished, superstructure is \$29,650.

which may be added about \$60,000 for the previous estimate by about \$10,000. This balance of our iron, which is now in New arises from two causes: First, in consequence York, and will be delivered at the opening of building heavy abutments under thebridge over Cross Creek on Sec. 20. The bridge was an aggregate of \$480,301. To meet this rased upon timber bents, and it was intended to leave it so, but the foundations proved insecure, and I thought best to build the abutments without delay. Secondly, in the lection, and proceeds of Second Mortgage tunnel on Section 25, it was intended to build the side wall only on the south side, permitting the material to waste away by the action of the air, until there was space sufficient for a double track; the estimate was therefore made for but one wall The material however decomposed so rapidly, and fell in such large masses, that I thought it unsafe to delay any longer building the

sustaining wall on the north side. Upon parts of the 2d Division, Section 29 to Urichsville, the work has not proceeded so rapidly as I hoped it would. This was principally caused by a strike for wages by the hands employed between the 40th and 52d Sections, no work being there done for nearly a month, and partly by the delay oceasioned by high water in the valley of the little Stillwater Creek. From Section 29 to 41 inclusive, the grading will be finished during this month or early in April. The tunnel on Section 42, is worked day and night from both ends. Mr. Kelley, the contractor, expects to have the shaft sunk in a few days, when a third force will be kept constantly at work. From present appearances, I have no doubt this tunnel will be finished by the end of June or early in

At the western end, the sand stone roof for the distance of 100 feet, is insecure;

amount is uncertain, but probably 1,000 miles. The remainder is in part level, and prove a valuable feeder to your local busiflattering indications of what we may expect compeses by exposure to the air; the exact feet of side wall at an average height of 6 part from three to twenty-three feet per feet, will be required. The remainder of mile. \$3,179,836 this division including the arch bridge over the Little Stillwater, at Urichsville, can without doubt, be completed by the end of May, or early in June.

The 3d Division from Urichsville to Coshocton, has generally progressed well, with the exception of the 52d Section, where the DEPOT delay is in part owing to the turnout of the hands referred to before. To insure the Repair Shop at the Depot at Steubenville, completion of this Section by the end of now nearly ready for the stationary engine June, I propose that the contractor be per- and a Biacksmith Shop, new in use, both mitted to waste and borrow material, instead intended to be used in connection with Car of making the embankments entirely from Shaps, full circle Engine house, &c., which Indiana Railroad for a through business arc, so small a part of the area of this eminently "cold snap" has not destroyed the prespec the cuts; this will make the Section cost will be commenced as soon as the season will be by comparing the distances by differ-

The individual subscriptions ere believed large amount of work has been done on upon the completion of the permanent struc-

will mostly be collected to meet the demand of the Company during th now in process of collection, and it is thought turned. mand of the Company during the coming es over the Tuscarawas are completed and el train; a water station and temporary turn the foundations of the bridges over the table on section 20, at Unionport; a perma-The prospects of the road, are in my judg- Süllwater, so far advanced as to be out of nent turn table is now being built at the ment: in a high degree encouraging. The danger from floods. An amount of material probable completion of the Pittsburgh and bas been delivered, that will secure the com diz; Station House are framed, and ready to 3rd. Steubenville Rail Road, at a day as early pletion of these bridges early is the Spring. put up at any moment the business of the perhaps as our own, will put us in direct With the exception of the 52d Section, this may road require. There is also an engine division will be ready by the end of April,

in regard to the location of the road, which condition the Company could not comply with. It is included in this statement, for the reason that it has appeared in former reports, &c., &c. The residue of the subscription is thought good.

The condition or early in May.

Upon the 4th Division, from Coshocton to Newark, the light work, in accordance with your instructions of November last, has points, for all Depot and other purposes.

connection with the Pennsylvania Rail Road been suspended. At the time the order was There will be required for fixtures, &c., 2nd. and enable that Company to use our road in given, these light Sections were nearly com- during the first year \$25,000. such a manner as to render it an effectual pleted. One month, previous to the com-extension of that great work, by the most pletlon of the heavy work on this division direct and available route from the will give ample time to make them ready

our road, its value to roads westward of us, the exception of the 96th, 105th and 108th lustrated by the unerring test of experience. Sections, and of the 106th, by the time the The result, I think we have all reason to a- track reaches them, the same means will have to be resorted to, that are recommend-

> This division, if worked to the best advantage, can be completed by the middle do not admit of sufficiently accurate results, delay occurs in making the connection at ring the last six weeks almost impassable delay occurs in making the connection at ring the last six weeks almost impassable tion are all so situated on the line, as to

On the 5th Division, from Newark to Columbus, no work has yet been done. In November last, a contract was made with Messrs. Moone & Co., depending on certain contingencies, which it is hoped will result in the early commencement of the

Statement showing the value of work yet to

the best quality pine timber. The principal bridges yet to build are ket seven in number, making an aggregate length of about 1450 feet of bridgeway. month, the work to be done consisting prin- finished part of the of their contract. The Indianapolis, where it connects with other 2nd. cipally of ditching and surfacing the road-bed bridges in Cross Creek valley are all built western roads of the same guage. and material on all parts of the line, ready

Bradysbend Co's.aWork, above Pittsburgh, and weighs about 60 pounds to the yard.

forty-five pounds to the yard.

Pittsburgh works.

In former reports you have been informed of the details of gardes and curvature .line, the highest grade encountered is 39,6 proposes terminating its Tuscarwas Branch;

mnin line is 1910 feet, excepting on the temporary track around a bend of Cross Creek, which it is proposed hereafter to tunnel .-Upon the Cadiz arm the minimum radius is

DEPOT, WATER STATIONS, &c. The Company have built a large brick

to be good with few exceptions, and are this division, and several final estimates re- tures at this place. There is an Engine house, and water station at the gravel pit on house and water station at Port Washing- 5th.

RECAPITULATION. Showing the value of work yet to be done between Steubenville and Newark. Grading, Masonry, &c....

MOUNT VERNON BRANCH.

They are provided with copies of the Acts of the bridge over the Muskingum, are ers. In accordance with these instructions, floods and the work in such condition that the locations, and before the best line can FREE. both at home and abroad, require at this be found, it is probable two, if not three be found, it is not three be found, it is probable two, if not three be found, it is not three be found, it is not three be found to the be found to three be found to the be found to side hills, and abrupt bends in these valleys,

from merely experimental lines. Mr. CLEBURNE's examinations at present Mr. CLEBURNE's examinations at present and New York as termini, the tables show line will be open to Cadiz and New Market, show, that a very favorable line can be obtained by Steubenville to be 99 and when a confiderable increase in the receipts GENTLEMEN:—The following report on the condition and progress of the Steubenville from both approaches—a through track tained at low grades and light curvatures at will therefore be had immediately after an expense for grading and bridging not ex. The routes to the north of the Steubenville low give promise that the local business of ceeding \$10,000 per mile. From my personal examination of the route, I confidently with as heavier grades and the road has not been over estimated. expect a final location will materially reduce this estimate.

From Mt. Vernon to Marion, and thence admitting of light grades, and almost air lines between controlling points. This line done on the four Eastern Divisions.

1st Division, including Cadiz Branch.... \$20,000 will connect with Springfield, Mt. Vernon 45,046 and Loudenville Road at Mt. Vernon; with 23,000 the Cleveland, Columbus and Cincinnati read b 194,450 at or near Gilead Station; with the Mad River and Lake Eric Road, at Kenton; and at Lima with the extension to Xenia, of the Wayne and Chicago Road, thus affording to the trade and travel concentration. The Columbus, Pittsburgh and Philadelphia. Station, Gallon, Columbus, Extra Columbus, Pittsburgh and Philadelphia and Station; with the Mad River and Lake Eric Road, at Kenton; and at Lima with the extension to Xenia, of the Office Fort Wayne and Chicago Road, thus affording to the trade and travel concentration. Station, Columbus, Zanesville, Wheeling and Philadelphia and Chicago Road, thus affording to the trade and travel concentration. Stillwater, the bridges are all built on ting at all these important points, by means 'Howe's Patent Truss Improved" plan, of of your line, the shortest and best route on

OF THE GUAGE. the Cadiz arm, part of the side wall in the The promptness with which the contractors, and Rail Road is four feet eight and a half your favor. tunnel on Section 25, and Sections 26 and Messr. Thatcher, Burt & Co., have hitherto inches, being the same as that of the Penn-27. It is con confi lentity expected this di- met their engagements with us, prevents any sylvania Central, Pittsburgh and Steubenvision will be finished during the present fear from delay on their side, with the un- ville, Columbus, Piqua and Indiana, and the

for the reception of the rail. Since my re- as are the two large brides over the Tusca- Whatever benefit is consequent upon a A reference to Mr. Pemberaron's report, will port to you of November 17, 1853, the arrawas. The timber and iron for the small line of uniform guage, will be enjoyed by the bridges in the Constien valley, are on hand, your road, as it is a link in the only route of work done on the Cadiz arm; the excava- for use upon the completion of the masonry. Philadelphia and New York with the far 1st.

by the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the are any where crossed. By the Pittsburgh and Connellsville, the burg route the maximum grade is 112 feet, burg route the maximum gr except the Cadiz Branch iron, which weighs gard togrades and curvature between Colum- with other gradients for long distances vabus and Baltimore. At Steubenville you rying from 80 to 108 feet. The iron is all laid upon hewed white oak, also connect with the railroad on the left chesnut oak, or pin oak cross ties, eight feet bank of the Ohio, giving you another route north of Cincinnati, your route is the shortlong, seven inches thick, with an average to Pittsburgh, that will probably be available est, with gradients and curvature in its faface of eight inches, clear of sap. There are nine cross ties to every twenty feet of track; Ohio at this place. This road also puts you The distances above given, have been calthe rail secured to them by wrought iron in communication with the lake at Cleveland, chairs at the joints, of the usual size and and with the terminus of the Central Ohio weight. The spikes are five and one-half inches long, of the best quality, from the ky, Mansfield and Newark, and the Scioto the Steubenville and Indiana Rail Road for Forty-four miles of track are laid, inclu- and Hocking Valley Rail Roads. The san- through trade and travel are at least fully February 1 to 28, (24 " ") 544.69 ding two and one-half miles on the Cadiz dusky, Mansfield, and Newark Rail Road equal to those of any of her rivals. Branch. It was in my power to have had approaching from the North, and the Hockmore miles of track laid, but I did not think ing Valley Road from the South, give prom- trade and travel from straight lines, when it advisable to lay track in the winter that ise that a large trade and travel will coucen- straight lines would not touch them. Becould not be brought into immediate use. The trate at Newark, to find its way thence to tween the west and east, Pittsburgh is prom-Company possesses excellent gravel pits at convenient points on the line of the road, and convenient points of the road as the ballasting is now in your hands, the phia, you stand unrivalled; grade, distance the natural outlet of the great trade, growas the ballasting is now in your hands, the place, you are track can be put in good running order with. and curvature all being in your favor. At ont interferring with the opening of the road for a thorough business. Eight miles Road, and connect with the Cleveland, Co-The inexaustible fields of coal, soon to be rebruary, 6th, their trips were extended to of track are already ballasted. A small force lumbus and Cincinnati Rail Road, extending brought to market by the completion of the Cadiz Junction, a distance of five miles beis now employed in distributing material, northwardly; and the Columbus Piqua and Allegheny Valley and Connelsville Rull- youd the previous terminus. and surfacing the road at points where it is Indiana Rail Road westwardly; and the Co- roads, as well as those on your own line, most required. I propose that a full force lumus and Xenia Rail Road southwardly, the resources of which are not inferior to the ces paid for wheat in the opening of the shall be employed and maintained at ballas. These roads and their connections cannot former, will afford a never failing source of past winter, the bulk of that staple had at ting as soon as the season will permit. The fail to bring to your roads an immense revenue, as the middle, western and southvalue of track laying yet to be done, and business, draining as you and they do the ern portions of Ohio are without coal, and and cross ties yet to be delivered is \$64,960.

best parts of central and so thern Ohio and wood is already becoming too scarce and Indiana, and placing you an immediate conexpensive for general use as fuel. nection with the far west and south-west,

through the railroads diverging in all directions from Indianapolis. At or pear Urichsvill, the Pittsburgh and Cleveland Company ness. At Urichaville, you also connect with the slackwater navigation of the Stillwater; at Port Washington, New Comerstown, and canal; and at Dresden with the slack water of the Muskingum, the head of steamboat steamboat navigation on that river. These connections are all available for the collection and distribution of freight, and will undoubtedly kelp to increase the local business

The most certain means of determining, ent routes from the most important points in

COLUMBUS TO PHILADELPHIA. 1st. Via Steubenville and Pittsburgh...544 miles 2nd. " Zanesville, Wheeling an Greens-COLUMBUS TO NEW YORK. Via. Steubenville, Pittsburg and Phil

Cleveland, Dunkirk, and N. Y. and Erie Road

PHILADELPHIATO CINCINNATI. lst. Via Greenburgh, Wheeling, Zanes-ville, Wilmington and Cir-

Greensburgh, Wheeling, Zanes-

The first and second tables show but on 25,000 route from Columbus to Philadelphis and benville and Pittsburgh, and this but by In October, 1853, I was directed to make Pennsylvania Rail Road is common to both by Wheeling and Zanesville is encumbered with maximum grades of 66 and 70 feet per show a difference in favor of the route thro' In December last, a portion of the road lines will have to be located, as the steep that by way of Crestline; equal to a saving miles from the nearest town, accessible of in time of at least two hours, supposing no by roads that are at any time bad, and du-Crestline. Taking Cincinnsti, or Columbus By the first of May next, it is expected the 109 miles less than the routes by Cleveland. is anticipated. The net profits as shown bewith as heavy if not heavier grades and our vatures. In running a road, grades and curvatures caus; an expenditure of time and to Lima, the line passes over as favorable money, and the equated distance; (which is ground for a railroad as any in the State, particular the true distance,) had we the data to calculate it, would undoubtedly be found to be considerably less by your route.

INDIANAPOLIS TO NEW YORK.

From Indianapolis to Philadelphia and a uniform guage to the Philadelphia mar- New York, it will be seen that the route by Steubenville is the shortest, with the exception of the route by Wheeling. The equa-The guage of the Steubenville and Indi- ted distance, as shown before, would be in

CINCINNATI TO BALTIMORE.

Countries, Steubenville, Pitts-burgh and Connellswille road, 635 " Wheeling and Baltimore and Olio road. 641 " Hemplield & Herrisburgh. 640 " Pittsburgh & Harrisburgh. 641 " COLUMBUS TO BALTIMORE.

At Steubenville, your line connects with 4th. " " Hompfield & Harisburgh 545 " Iron for the entire track is on the line of the Pittsburgh and Steubenville Rail Road, Trade centering at Cincinnatiand destined ISRAEL PEMBERTON, Esq., the road, excepting about one thousand tons 42 miles in length. This is the most impor- for Baltimore, will find the Parkersburgh now in New York, which will be forwarded tant eastern connection you have, as with it, route the most direct of all other routes; upon the opening of navigation in the Spring. by means of the Pennsylvania Central Road; yours is the next shortest. The maximum Receipts of this Department, from Dec. 22d. Part of the iron is American, from the you form the most direct line that is or can grade on the route by Steubenville and Con- 1853,) the day upon which the trains combe projected between Philadelphia, Pitts- nelsville Road is sixty-six feet per mile, the monced running) up to, and including Feb. and part of English manufacture. It is all burgh and central Ohio, at Columbus; and lightest grade with which the Alleghanies ruary 28th, 1854. of first quality Rail Road Iron, T pattern, by the Pittsburgh and Connellsville, the are any where crossed. By the Parkers-

From Columbus and all places west and Jan, let, to 31st, (26 running days)

Large cities have a tendency to direct

LOCAL TRADE AND TRAVEL. The Steubenville and Indiana Rail Road passes through the counties of Jefferson, Harrison, Tuscarawas, Coshocton, Muskingum, Licking and Franklin. The products at Carmel, Putnam county, N. Y., 234 .-

State is only 53. The average wheat product per mile of the entire road is 23,117 bushels, of which 10,-535 per mile, is estimated for export, or pleted the first locomotive of forty which h about a million and a half of bushe's for export, each year. The State statistics show Erie railroad, it is the largest ever built in similar facts in regard to most other products New England, weighing thirty-two tous, -one-sixth of the entire wheat crop of the with four 5-feet drivers and 18-inch cylin State of Ohio, is grown in Jefferson, Harri- deis. son, Tuscarawas, Muskingum, and Coshoc- To The Cincinnati Commercial says that what the prospects of the Steubenville and ton counties; although these counties occupy persons from the country think that the late

The uncollected stock subscriptions consist of \$20,000 taken by Jackson township, now in litigation—subscription by contractors and by contractors and by contractors and by contractors and by individuals.

The uncollected stock subscriptions consists of \$20,000 taken by Jackson township, and a temporary Turn Table, are now in litigation—subscription by contractors and by individuals.

The individuals are now in litigation—subscription by contractors and by individuals.

The individual are points in the uncollected stock subscriptions contractors are now in the additional outlay will be well expended the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the east, New York, Philadelphia and stalls, and a temporary Turn Table, are now in the east, New York, Philadelphia and show the rost of the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points in the line of the Road among the most important points.

A temporary Engine house, with five the line of the Road among the most important points in the line of the Road among the lin burgh, Newark, Granville and Columbus.— Of those, Steubenville a city of 9000 inhab. itants, Cadiz, Coshocton and Newtrk are county towns. There are many other towns Common wealth, in 1852. within from one to six miles of the line; the tributary to your road.

Inspection of the map of the northern,

With reference to these facts and opinions, the following estimate is made of the minimura amount of business your road will do. when in operation from Steubenville to New-

ark, 135 miles. 1:10 through passengers per day each

Deduct 40 per cont. running expenses, repair, &c.....

Not profits of fifty-nine running days ... 92,079,97 The machinery has been under the immediate charge of Mr. Thomas Glasco. Superintendent of Motive Power." His department has been managed with great

than by any other between the east and skill, and to my entire satisfaction.

> Machinery and tools have been contracted for, part already received. A stationary on rine will be erected in the repair shop, as soon as the building can be prepared. To my Principal Assistants, Messra S. Carpenter, Cyrus Howard and Wm. Cle burne; to my Senior Assistants, Messra. A. F. Gillett, C. W. Wells, L. G. Delano and and S. Conover, and to the members of the

Engineer Corps generally, I return my which their duties have been performed. With great respect,
I am your obedient servent, ISRAEL PEMBERTON,

Transportation Department.

Chief Eng'r, and/Sup

OFFICE OF S. AND L. R. R. COMPANY STRUBENVILLE, March 1st, 1854.

Chief Eng. and Supt. S. & I. R. R. Sin: -Below please find a synopsis of the

PASSENGER DEPARTMENT

FREIGHT DEPARTMENT mber 22 to 31 (9 running days.) \$12 ry 1 to 31, (26 ") 21

Total Freight rect's for 39 days,

The "Excursion Tickets" referred to are those sold during twelve days in the months. During the above intervals two Passenger

I may add that in consequence of the pri-

ready been shipped to market, previous to the opening of our road. Very respectfully yours, LAFAYETTE DEVENNY, General Freight and Ticket Agent

AT James Raymond, the well known manager of circuses and manageries died of these counties average more per acre than He originated the business about 30 years the general average of similar products for ago, and imported the first elephant ever the State. The ratio of the population per shown in the United States. Among his square mile in these counties, as given by property, which is valued at \$1,500,000 the late census is 62, while the ratio of the are the Broadway Theatre and Washington Hotel, in the city of New York.

Re Mr. Wilmarth, of S. Boston has com

for apples and peaches in that vic There are numerous towns and vilages on When the hard frost came the buds we

AT The citizens of New Orleans are entrade and travel of which are naturally deavoring to secure a supply of pure water by boring an artesian well.

western and central States, will show that the central position of the Steubenville and gratuittously has been commend in Key Indiana Rail Road, with its connecting and York, called El Mulalo, alreading the tributary lines at both termini, place it out emanappation of the blacks in Cuba, and the of danger from injury by fature improve-

ments; no development of the country can ever interfere with its business, or prevent its receiving the benefit of its connections.

Above Beall's Drug Store. Cadiz, February 1, 1854.

Hanging, Varnishing, And all kinds of Imitation in Wood, Stone and Mar bles. Also, Sign Painting attended to on the mos

J. P. WOOD.
J. B. CUMMINGS,
E. F. FHOMPSON.